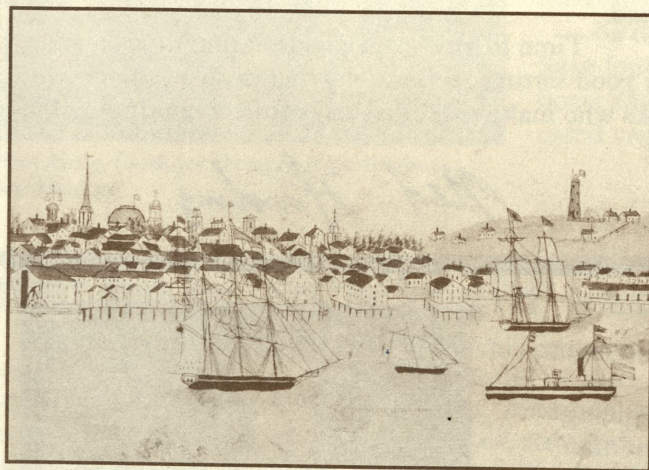


The Rhumb Line: Maine Maritime Museum Newsletter

Summer 1994

1994 Major Exhibition: Nautical Folk Art

Maine Maritime Museum's exceptional Nautical Folk Art exhibit opened April 22. The outstanding objects from public and private collections across the state give visitors an exciting sense of folk art: A large canvas steering wheel cover from the Bath-built ship J.A. Thomson is perhaps the last cover of its kind in existence. Two painted banners, first carried by tradesmen through the streets of Portland in 1841, have been loaned by the Charitable Mechanic Association of Portland. Several of the displayed pieces, including sea chests, Lunenburg rugs and floor mats, and ship portraits painted by artists both known and anonymous, have never before been exhibited to the public.

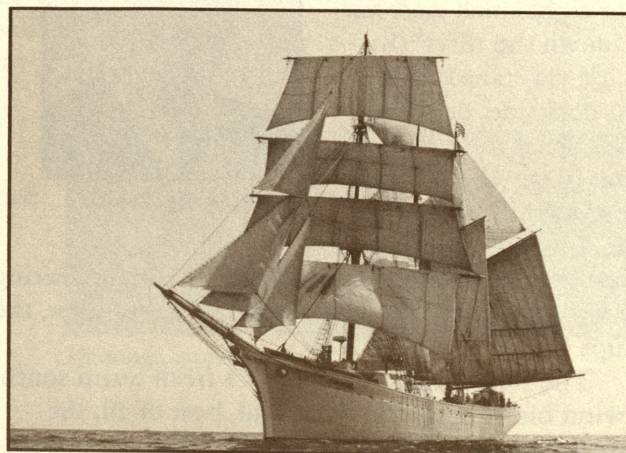


A view of Portland circa 1850. Taken from 17-panel mural recently donated by Elizabeth Noyce. See story pg.4)

The creators of the displayed pieces were artisans, not artists. Some of the artifacts were made by craftsmen to make money: ships' nameboards, carved decorative eagles and figureheads. Others were made to express an enthusiastic love for the sea: whimsical painted chests and hooked rugs. Sailors often wanted to save something of importance from their workaday lives, and so created ship models, shadowboxes, scrimshaw and painted ship-portraits.

"Nautical folk art" includes wood carvings, toy boats, scrimshaw, and illustrated sailors' manuscripts. Such pieces share common purposes: to show the makers' dedication to a beloved ship, to solidify community traditions about the sea, to perpetuate a fascination with the power of the sea. The daily lives, beliefs, and reasoning of sea-going men and women are portrayed through their works; such folk art elicits an immediate emotional response as people identify with its community, purpose and history.

The exhibition will be on view through October 30 in the Maritime History Building's Crooker Gallery.



Tall Ships Coming

Maine Maritime Museum is hosting visits later this season from Tall Ships *Gazela* and *HMS Rose* at our new Deering Pier.

Gazela, a 177' square-rigged Barkentine, was built in Portugal in 1883 for commercial trading and was later fished for cod on the Grand Banks; she ties up at MMM August 26-28. *HMS Rose* will be dockside from September 9-11. She is a 179' replica of 1757 British frigate that saw action in the Seven Years War and the American Revolution.

Helped along by strong media attention from the extensive print, radio and television coverage which these ships always command, we plan to make the tall ships visits the Museum's major PR/fundraising event of the year. Special admission prices during the Tall Ships days will be \$8.00 for adults, \$4.00 for children and members.

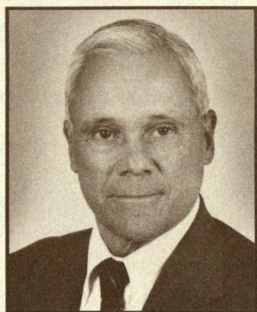
We expect that the Tall Ships will attract up to 2,000 persons each day during the 10:00 a.m. to 5:00 p.m. visitation hours.

We have set aside evening hours for businesses to entertain customers, community friends and/or staff aboard ship, in a setting of unparalleled drama and romance. Five such evenings are available and we expect to be fully subscribed very quickly. A special lobsterbake has been planned for Friday, September 9 to recognize the ongoing support of Trustees and Corporators. Please get in touch with Development Director Jim Gubser right away if you, or a business you know, may be interested.

Volunteers needed! for the Tall Ships weekends to help direct traffic, take tickets, answer questions, make the visitors experience all the more memorable. Please call Stef Staley to sign up.

From the Chart Table

It's a lively season here at the Museum: our fleet of eight small craft has gone "down the ways" (in 1994, it's via crane) to lie in wait at dockside, or peacefully nibble at their moorings out in the Kennebec. A hundred yards downriver, the Deering Pier has been restored to historic working condition, ready for visiting cruise and tour boats and in August and September, the tall ships *Gazela* and *HMS Rose*.



Ned Harding, Director

The flowers are out, there's a fresh warm southwest wind blowing up the river, and, best of all, the parking lot is beginning to fill with the first run of summer visitors. In the history building, they'll see grand new (to us) paintings by Patterson and Buttersworth, plus an already historic nautical folk art exhibition--first of its kind--and truly an experience for all tastes. Guided tours through the shipyard will encounter demonstrations of a schooner launching, signal flag communication, treenail making, a 329-foot outline of *Wyoming's* mammoth length and beam (all new this

year); blacksmith, drafthorse and oxen team demonstrations, plus a chance to learn about navigation, lobstering, fishing, sparmaking and to hear and feel the barking cough of a make-and-break engine, rain or shine, a delight for the family.

Summertime (formerly *Hardy II*) has started its hourly cruises up and down the Kennebec from BIW to Doubling Point lighthouse, and its special day-long cruises on Tuesdays to Seguin, Damariscove, fishing villages, lighthouses, Bowdoinham, and an exciting run through the rush of Sasanoa's Upper and Lower Hell Gates to Knubble Bay.

This summer we will have Navy launching and commissioning receptions as well as a number of World War II Navy reunion groups here at the Museum, a continuing supply of summer day campers and scouts, all of them forerunners of the 11,000 students from 114 Maine towns whose lives will be gracefully touched by the Museum's educational programs during the year ahead.

Time to enjoy this good season, time to enjoy our good fortune, time to say thanks to all the good folks who make this great adventure a continuing blessing.

Ned Harding

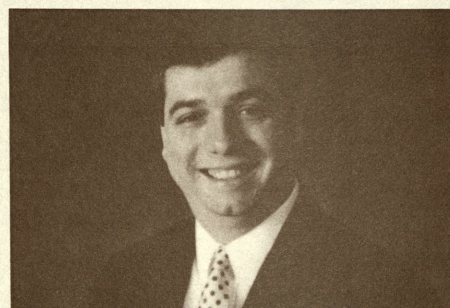
New Faces

In April, Jim Gubser joined the crew at MMM as Development Director to manage the Museum's fundraising process.

On arrival, Jim began revising individual and corporate giving goals and organizing fundraising committees; he has begun an annual campaign seeking (and gaining!) new members; and has already helped to augment Museum resources with \$40,000 from several local foundations.

The Development Department has recently updated its computer systems with new hardware and software, thanks to a \$15,00 grant from the Davis Family Foundation, enabling the Museum to better improve and expand its funding base.

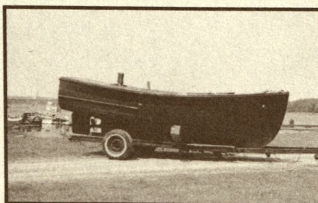
Jim and his family moved to Brunswick from Ft. Thomas, Kentucky nineteen months ago where Jim was development director of St. Joseph's Orphanage, Cincinnati. Jim's wife Kathy is Director of Human Resources at Bowdoin College, and their children Sharon, 14, and Bryan, 12, attend Brunswick Junior High. Most recently, Jim worked as Bridgton Academy's Director of Development before joining MMM.



Jim Gubser

Boats For Sale!

MMM has a floating fleet of eight historic and replica vessels ranging from circa 1850-1940. We also own some contemporary small craft which we'd like to sell in order to make more space and funds available for historic craft. We've asked our good friends at Robinhood Marine Center to act as our agent in this project. Interested persons should call Dick Sciuto at (207)371-2343.



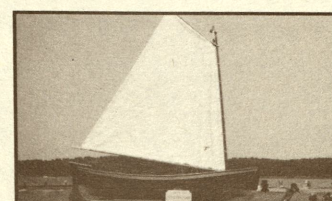
18 workboat. Arno Day design.
1990. \$9,500



24' Downeast lobsterboat. A-Shop
designed & built. 1990. \$10,500



36' Herb Baum sport fisherman.
1955. \$11,700



16' peapod to row or sail. Howard
Chappelle design. 1991. \$4,900

Rebuilding History on the Waterfront

To celebrate the restoration of the historic Deering Pier, contributors, Trustees, Corporators and other Museum friends met dockside on Sunday, June 26 under a striped tent, regaled by summer notes of Randy Bean and Friends. A terrific end-all to the realization of a long-imagined Museum dream, the party represented combined efforts of Museum staff, city officials, local businesses and families. Jointly they acknowledged the Pier's long history and helped make its rebirth an actuality. Crooker & Sons and Reed & Reed gave considerable assistance in planning and reconstructing the new structure, approximately the same size and shape of the original pier.

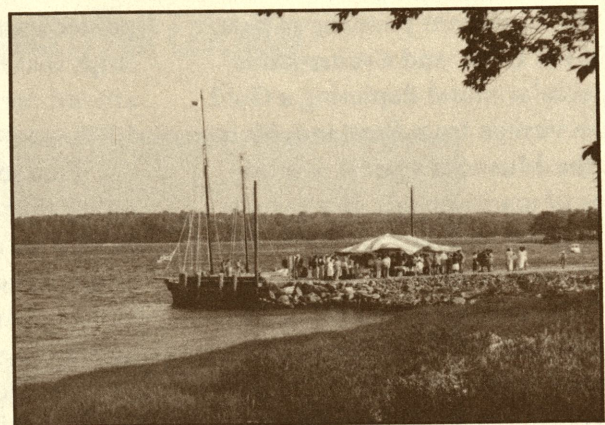


Dean Almy, Gardiner Deering, Rick Baribeau, Ned Harding

The gathering of dozens of Deering family members was a great complement

to the celebration and provided other guests a greater understanding of the history which the family has brought to the mid-coast area.

As the only deep water dockage south of the Carlton Bridge, we have fond hopes that the new pier will encourage and entice cruise boats and historic vessels to tie up for a visit and lure even more interested visitors and prospective members.



Deerings, tents & jazz

It Hasn't Always Been Called "The Deering Pier" by Nathan Lipfert

The first known commercial use of this property began in 1854 when the land was purchased by three partners doing business as Arnold & Co. Members of Arnold & Co. are on record as having built only five vessels during the time the firm operated. It is possible that one or two of these were actually constructed elsewhere.

In December, 1855, Arnold & Co. mortgaged the property to Major Thomas Harward. The Major was a shipbuilder with a shipyard of his own in the north end of Bath, but took on the mortgage as an investment only. In September, 1857 he foreclosed on Arnold & Co., which dissolved in August of the following year.

In 1868 Harward sold the property for \$3500 to Issac F. Chapman and Benjamin Flint, a pair of New York merchant shipowners with Maine roots. Chapman & Flint were being forced to relocate their Thomaston yard, which lay in the path of the new Knox & Lincoln Railroad, and they chose to move to Bath.

John McDonald was the shipyard manager and master builder for Chapman & Flint, building 22 vessels at this site. The *Henry B. Hyde* is considered his masterpiece. By some historians it is considered the ultimate Downeaster: the best amalgam of grace, speed and cargo capacity. McDonald personally supervised the construction of each vessel and had a powerful reputation for excellence in ship construction. The yard had no mill under McDonald, all work being done by hand. The vessels received little decoration but great efforts were expended on the finish of the hull interior. All the ceilings were oiled and the heads of the bolts

were Japanned to give a varnished effect. The ends of all the hanging knees were cut off exactly in line. Some of the vessels lasted into the 1920s; the last survivor, the *Santa Clara*, was still afloat in 1931.

In 1889 the heirs of Chapman & Flint sold the property to Gardiner G. Deering. He had previously built many vessels in various yards around Bath, and launched his first vessels from this yard in 1901.

Deering was also considered an influential shipbuilder. He devised a construction system in which the shelf clamp was expanded to take the place of the knees. His five-masted schooner *Henry O. Barrett* (built at a previous shipyard in 1899) was called the first large wooden vessel built without hanging knees.

Like most wooden shipyards of this period, the Deering yard was revitalized by World War I and went out of business when that war ended.

Carroll A. Deering, the last vessel built on this piece of property, became a famous mystery ship. When less than two years old, she was found aground on Diamond Shoals with sails set, a fire in the galley stove and her cat sleeping peacefully, with no trace of her officers or crew. A lifetime of controversy has not solved the puzzle.

G.G. Deering Co. sold the property to Standard Oil Co. in 1926, and it was sold to the Gibbons Co. in 1958. MMM acquired the land in 1986.

A total of about 42 vessels have been built on this property (only one under 200 tons) of which several were of substantial importance in American maritime history.

Gifts Of Gold

An important painting of the "Golden Gate" and a remarkable watercolor mural depicting a Gold Rush voyage from Portland, Maine are the Museum's latest acquisitions of maritime art. Both works were given by Museum Trustee and benefactor Elizabeth B. Noyce.

The glorious oil painting *The Golden Gate, 1895* is the work of Charles Robert Patterson, noted Anglo-American marine painter whose works were featured in our major Museum retrospective during 1993. Here Patterson portrays the American clipper ship *Great Admiral* entering San Francisco Bay, accom-

panied by the panoply of merchant ships that Patterson saw when he arrived there in the summer of 1894.

This scene shows the end, rather than the beginning, of one of thousands of voyages around Cape Horn, standing for the accomplishments of American merchant mariners during the 'golden age' of sail.

The Gold Rush mural consists of 17 paintings on paper which reveal a panoramic view of Portland and the islands of Casco Bay as well as the seacoast, bay and river at the destination, which may also be San Francisco Bay.

The Patterson painting hangs in the entrance alcove adjacent to the Crooker Gallery. The first two panels of the mural, which form the skyline of Portland at mid-nineteenth century, are currently on view in the new exhibition, *Nautical Folk Art*.

Mrs. Noyce's contributions have filled several major gaps in our ongoing interpretation of Maine's maritime history. The Museum is extremely grateful to her for substantially enlarging our historic collections.

Sam Skolfield Returns Home

Sam Skolfield II has returned to Maine, after a 110-year absence, to continue doing what he does best: hosting and guiding the way.

Sam is a life-sized figurehead, the likeness of the Brunswick sea captain and shipbuilder of the same name, which adorned the sailing vessel *Sam Skolfield II*. The figurehead is believed to have been carved in 1884 by Emery Jones of Freeport and William Southworth, successor to C.A.L. Sampson, of Bath.

One of the last full-rigged merchant sailing ships built in Maine, the *Sam Skolfield II* was built in the Skolfield family yard in Brunswick in 1884. She was a cargo-carrying vessel which made many successful voyages to and from New York, Calcutta and Melbourne. Struck by a hurricane to the northeast of the Antilles, her masts were cut away, forcing her on to St. Thomas under jury rig. The Skolfields had her towed, then a daring experiment, to New York. Converted to a coal barge in 1908 and then reconverted to a bark in 1917, *Sam* was sold for scrap in 1919 but shortly thereafter put to work once again as a Pacific freighter based in San Francisco. The *Sam Skolfield II*'s demise ended the active service of Skolfield-built vessels.

Sam the figurehead disappeared for a number of years, but showed up above the doorway of The Sailor's Haven, a home for retired sailors in Charlestown, Massachusetts. When the home closed in 1941, Sam became the toast of many onshore sailors at a Charlestown seamen's club.

On long-term loan from The Society for the Preservation of New England Antiquities (SPNEA), Sam travelled from Boston to Bath, arriving here most appropriately in a hearse. Now resurrected, Sam's stateliness lends his guiding force to the visitors of the *Nautical Folk Art* exhibition.



figurehead Sam Skolfield

Maine Maritime Museum Summer/Fall Calendar



HMS Rose under sail

August

- 1-5 Summer Day Camp
- 2 Cruise to Damariscove
- 8-12 Summer Day Camp
- 16 Cruise to Seguin Island
- 15-19 Last week of Summer Day Camp
- 19 Lighthouse Cruise
- 20 Portland String Quartet performance at East Coast Yacht Sales, Yarmouth
- 23 Cruise to Pemaquid
- 25-27 Tall Ship Gazela visits MMM
- 30 Cruise inland to historic Richmond

September

- 9-11 Tall ship HMS Rose visits MMM
- 11 USS Lyman K. Swenson reunion
- 14 Fall Foliage cruise
- 16 School Tours begin
- 17 Fall Foliage Cruise
- 23 Portland String Quartet performance at MMM
- 24 Fall Foliage Cruise

- 24 Annual Members Day
- 30 Apprenticeship Graduation

October

- 1 Fall Foliage Cruise
- 3 New Apprentices begin classes
- 8 Fall Foliage Cruise
- 8 Girl Scout badge: architecture
- 12 Summertime stops running for the season
- 15 Girl Scout Camp-In
- 22 L. Francis Herreshoff Symposium
- 22 Girl Scout badge: world of outdoors
- 29 Girl Scout Camp-In

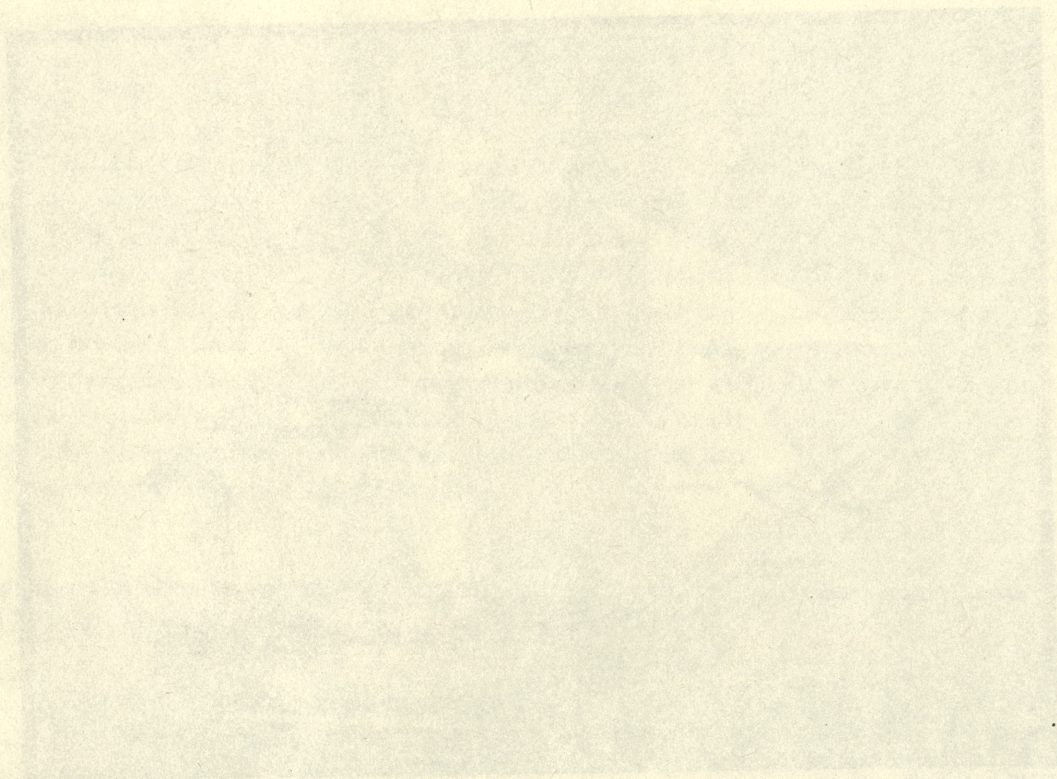
November

- 24 Thanksgiving; MMM closed
- 27 Shipyard closes for season

December

- 4 Annual Open House: MHB/Donnell House Christmas Celebration
- 7 Volunteer Recognition Banquet

Maine Maritime Museum Inventory



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22nd Annual Maritime History Symposium

The 1994 Symposium, during the first weekend in May, was attended by 85 enthusiastic participants. A highlight was the first presentation by Morrison Bump, entitled "William F. Palmer in His Own Words." Mr. Bump took on the persona of Mr. Palmer, dressing the part, and describing shipbuilding and shipping activities and opinions of Palmer, using Palmer's own words from letters in the collection of Maine Maritime Museum.

Rarely does a scholar get so far into the thoughts of historical subject.

Edward G. Brownlee presented an exciting first-hand account of his two 1932 voyages on the schooners *Nomis* and *Copperfield*. His adventures constituted the one presentation made from personal experience.

Mary Anne Wallace spoke

about author Isabel Hopestill Carter, comparing interesting events in Carter's maritime fiction to actual events in the lives of the Carter family as revealed in the letters of Carter's seafaring parents.

David Proctor of Rochester, England, talked about musical shipboard entertainment across the span of history and into pre-history. He recently authored a book, *Music of the Sea*, published by the National Maritime Museum.

The Saturday evening program was presented in connection with the recently-opened exhibition, *Nautical Folk Art*. Anthony J. Peluso, Jr. delivered a remarkable talk on nautical folk art, the history of its creation and appreciation, and devised a definition. Folk art, he suggested, is an art in an eccentric medium, form and/or design, which

evokes a person or place from an idyllic past. He was successful in giving listeners a context in which to view folk art of a maritime nature. He also emphasized the role of women curators, collectors, writers and dealers in the early appreciation of folk art.

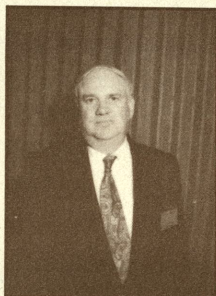
The Symposium was brought to a close on Sunday morning with a spirited discussion of Casco Bay steamboats by William J. Frappier and Stewart P. Schneider. Their presentation was illustrated with slides from colored postcards of many of the steamers and a 1940s film of a trip aboard the steamer *Aucocisco* from Portland to Bailey Island. Captain Frappier's book, *Steamboat Yesterdays on Casco Bay*, won him this year's Captain W.J. Lewis Parker Award.

1994 Parker Award

The Captain W.J. Lewis Parker Award was presented to William J. Frappier in honor of his outstanding contribution to Maine maritime history in the authorship of *Steamboat Yesterdays on Casco Bay: The Steamboat Era in Maine's Calendar Island Region*.

The Parker Award recognizes the scholarship and energy of Captain Frappier in the authorship of this book and in gathering material for future works on the subject. Captain Frappier is praiseworthy for his enthusiasm for the subject and for his exhaustive work in searching all available sources. This thorough and accurate book is an important addition to the maritime history of the coast and reflects much credit on the author and his publishers.

The Trustees and staff of Maine Maritime Museum are delighted to be able to make this Award to such a deserving recipient.



Don't Let Us Sail Without You!

Support MMM by becoming a member, patron, Shipwright, Downeaster. Please call our Membership Department to make your pledge: (207)443-1316

MMM Wish List

- ✓Life jackets to update supplies aboard our many water craft
- ✓Computer image scanner
- ✓Vacuum for spills & messes in Education Building
- ✓Garden cart (& volunteers!) to green up Donnell House gardens
- ✓Blender for students making logbooks out of recycled paper
- ✓Old blankets for artifact safekeeping
- ✓Old films/videos relating to Maine's maritime history and coastal life: ship- & boatbuilding, fishing, naval vessels, etc.
- ✓Book cart for wheeling through the library stacks
- ✓Cassette player to listen to sea music in education programs
- ✓Chairs for library seating
- ✓N.Y. Maritime Register on microfilm
- ✓Carpeting/Rugs for storytime listeners
- ✓Overhead Projector for lectures & education programs
- ✓Electric Golf Cart for better Shipyard transportation

If you wish to donate, please call Kristen at 443-1316.

Last Issue's Wish List was a big success; thank you to all who donated. Funny that so many folks have spare reel-to-reel tape decks! We're sure to put all three to good use.

Thanks again!

Ms. Kim Murphy: reel-to reel tape deck
Ms. Sherill D. Howard: reel-to-reel tape deck
Mr. Fred S. Muehl: reel-to-reel tape deck
Mr. Morrison Bump: Oxford English Dictionary

Strategic Plan for Strength & Growth

Museum staff and Trustees have created a "strategic plan," a five-year outline defining and prioritizing the Museum's goals and objectives. The overall plan calls for livening the waterfront (e.g. new Deering Pier) and restoring and revitalizing the Percy & Small Shipyard "so that visitors will see and feel some sawdust, chips and shavings, and perhaps smell some tar," in the words of Trustee Henry Thomas. We plan to examine and evaluate, then update exhibit interpretation in the five original Shipyard buildings.

The sketch to the right, drawn by BIW artist Jim Stilphen at Bill Peterson's request, has been a terrific aid in conceptualizing and considering various projects as part of the plan.

In concept, the strategic plan includes:

- ① stabilization of existing Percy & Small Shipyard buildings
- ② development of a year-round Shipyard visitation complex which might include:
 - a. Donnell House restored as a shipbuilder's residence;
 - b. Attached carriage house restored, complete with 1916 truck;
 - c. Marine Power exhibition and historic boat collection to occupy present Apprenticeshop site;
 - d. Newly constructed Apprenticeshop, complete with "catwalks" to enhance visitors' viewing and interaction, and year-round shipbuilding project (*Virginia* or equal; *Wyoming* frames);
- ③ construction of an auditorium and Education Center, added to the south end of the Maritime History Building to provide additional library, office, and educational program space, including room to hold symposia and public gatherings.
- ④ funding for:
 - a. staff career/professional enhancement;
 - b. library publications (i.e. Percy & Small book);
 - c. collections enhancement;

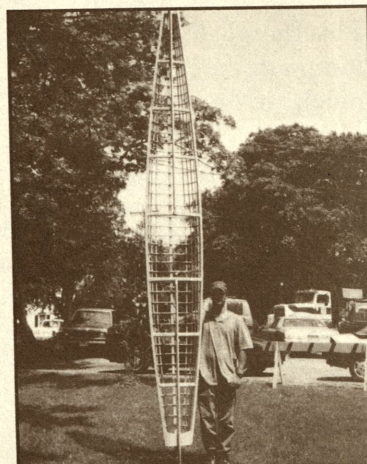
We are devising detailed interpretation and planning for each of these functions which will be integrated with the Museum's P&L and capital forecasts. Hopefully we'll have a professional planner hard at work early in 1995.

KAYAKS from the Apprenticeshop

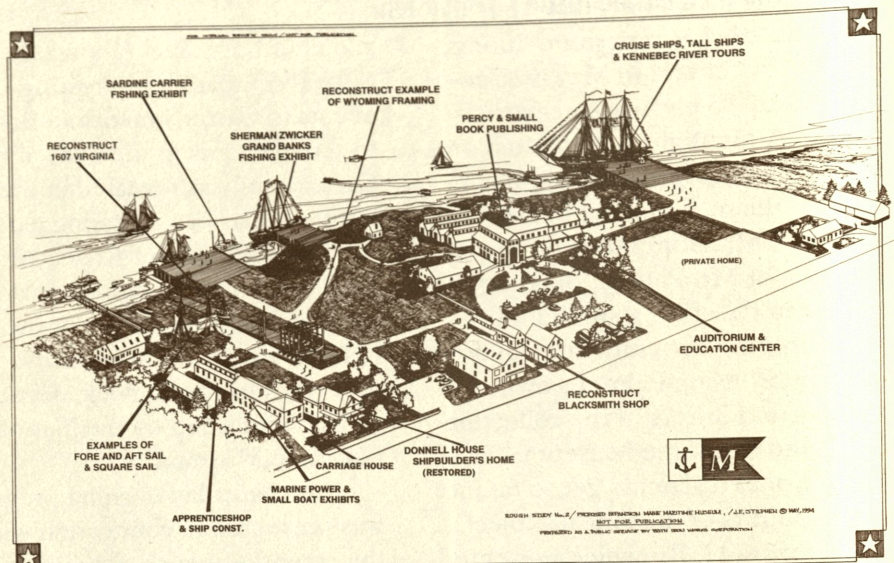
His roof rack sometimes carries a green hull, other days it's white or holds plain wooden frames. Whatever the model, Andrew Wallace hauls it back and forth between the river and the shop for further testing and adjusting, looking always to improve his Aleutian Islands design-inspired kayaks.

Andrew entered the Apprenticeshop Program in October, 1993 to learn to build traditional small craft. ("Plastics are fine," says Andrew, "but they're just not traditional.") Since then, he has built three kayaks; each prototype builds on skills and details learned from the earlier model. The goal is to produce the perfect boat for flyfishing and camping: easy

maneuverability and fast speed, "with little kayak angst," says Andrew.



Andrew with frames of Aleutian Islands design

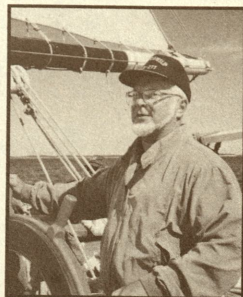


Gifts of Stock: avoid capital gains!

A valuable source of revenue for MMM, donated stock is considered a charitable deduction and avoids the capital gains tax. Contact Jim Gubser to make a contribution.

Scuttlebutt for Corporators by Henry Thomas, Chair

The Spring Corporator Meeting was attended by an enthusiastic group of fifteen on Thursday afternoon, April 28, 1994. It was great to have so many dedicated people present!



Henry Thomas

Dick Card is updating the biography of each corporator in order to enable the Museum staff and Trustees to call on Corporators for their expertise. Director Ned Harding and I want to make each Corporator's biographical information available to key staff members so that they will know where to turn for help. We'd also suggest expanding this working tool to include Trustees and volunteers, so as to give staff easy access to all the skills, knowledge and experience available from the Museum's many friends.

The Corporator Board is a group of individual contributors with unique resources available to assist the trustees and staff of the Museum. Many of us are volunteers who work with the Museum and its staff throughout the year -- the Sawhills are outstanding examples -- and many of us, about thirty, serve on Trustee Committees. Others lend valuable time from otherwise busy lives, bringing unique and varied skills to the myriad projects which help make the Museum a lively, vibrant member of the many communities it serves.

Sawhill to Head Volunteer Council

John "Buzz" Sawhill has been elected to the Museum's Board of Trustees as Chairman of the Museum's new Volunteer Council.

Mr. Sawhill will serve as a link between Trustees, staff and volunteers, guiding the Volunteer Council. The Council is separated into several teams, each focusing on a different aspect of the Museum & Shipyard operations, working with Museum staff to help develop, implement and evaluate Museum programs and volunteer activity.

Mr. Sawhill retired from working in New York City's textile industry and, now a Woolwich resident, has volunteered at the Museum for several years, greeting visitors and providing tours and interpretation of Maine's coastal history. He's very knowledgeable, full of enthusiasm, and the Museum is just delighted to have him on board!

Wanted: WWII Memorabilia from Maine

In planning for the Museum's major 1995 exhibition, Curator Robert Webb wants to talk to folks who lived in Maine during World War II. "I am interested in depicting life in Maine coastal communities during 1941-5," says Mr. Webb. "People stood sentry duty, walked the beaches, served as aircraft-spotters, and contributed so much to the victory."

"Shipbuilding at Bath Iron Works, the Portsmouth Naval Shipyard, and several smaller shipyards around the state will be featured," Mr. Webb says. Relevant diary entries, anecdotes and other historical memories might become part of the exhibition.

Mr. Webb has styled the show *Exhibition "E,"* standing variously for excellence, efficiency, and expertise. The exhibition will focus on the role Mainers played in bringing World War II to its conclusion.

To Add to the Collection...

The historic collections were augmented in recent months by contributions of many artifacts and documents. A few of these notable gifts include an eight-foot pond model of a World War I destroyer, donated by Harvey F. Bagshaw; a set of vellum drawings of lobsterboats from boatbuilder Arno Day; a folk art painting of the schooner *Harwood Palmer* from Henry R. and Jane A. Keene; and a sketch book from a sailing trip on the Maine coast, made by the noted New York artist Eric Hudson, donated by his daughter, Miss Jacqueline Hudson. Mary Guild donated an oil painting depicting Portland-built ships passing Cape Elizabeth in 1942. This painting had been presented to her father, W.S. Newell, then-CEO of Bath Iron Works.

The Museum received other important artifacts or documents from Henry H. Baker, Jr.; Harold E. Brown; Granville M. Colby; the Estate of Estella Bowden Coss; Nicholas Dean; Anne Hagan; Dale Harper; Richard Hart, Jr.; Stuart Hunter; The Hyde School; Joseph Konopka; Fredrika K. Joy; Nathan Lipfert; Murray Litchfield; Roger and Molly Luke; the Estate of Everett Marriner; Kenneth R. Martin; William Mussenden; Guy E. Nicholas; Elizabeth Noyce; William Owen; Mrs. Roger C. Peterson; Thatcher Pinkham, Jr.; Foster Pratt; David Proctor; Russell G. St. Arnold; John P. Schroeder; Barbara Turner; B.M. Van Note; and Dr. Douglas Walker.

Thank you all for such generous gifts; our growing collection of artifacts is so very helpful in our ongoing interpretation of maritime Maine.



Congresswoman Olympia Snowe and Governor John McKernan at U.S.S. McCain commissioning at Percy & Small Shipyard

Herreshoff Symposium

October 22, 1994

On Saturday, October 22, Maine Maritime Museum will hold a day-long symposium on the life and work of L. Francis Herreshoff. Son of famed captain Nat, "the Wizard of Bristol," L. Francis has been rated by many as a genius in his own right.

Speakers will include author Roger Taylor, recently commissioned by Mystic Seaport to write Herreshoff's biography; Sonny Hodgdon who built, among other thing, *Quiet Tune* and a number of early H-28s; and Lew Howland, longtime friend of L. Francis.

We expect to display models, photographs and artifacts of many of Herreshoff's designs. Don't miss the chance to climb aboard a hull made from his "lost" design #53!

Final symposium plans will appear in September's *Rhumb Line*.

Maine Maritime Museum
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